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(LISTED BELOW) 2 sketches )**

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SUPPLEMENT TO  
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BRANDIS Airfield Spotchecks (14 Sep - 2 Oct 1952)

**SECRET****SECRET CONTROL-U.S. OFFICIALS ONLY**1. SUMMARY:

The area of the WALD Lager, situated WEST of the airfield, previously used as a parachute jumping area, has been cleared on or before 26 Sep 52. The area was still sealed off by guards up to 24 Sep 52. An investigation made on 27 Sep 52, revealed that from the number of tent sites exposed, an estimate of the number of parachute troops quartered here could be placed at approx 600-700 personnel.

2. Layout: See Appendix "A".3. Aircraft: 27 LI 2s  
2 static balloons were observed from 14-23 Sep 52.4. Air activity:a) By day:1) 14 Sep 52:

Towards 1600 hrs, 4 LI 2s took off singly and flew over the area "TRESE" NORTH of BRANDIS, at approx 2500 ft. Each aircraft dropped 12 parachutists; the jumpers from the first 3 aircraft used a static line, whilst the jumpers from the last aircraft opened their parachutes manually after dropping approx 450-600 ft. These latter parachutists were the first to land. On landing, the parachutists were helped by approx 15-20 ORs who were moving around in the landing area.

The aircraft returned to base and reappeared over the dropping area after approx 5 mins, when the same number of parachutists were dropped. These flights were repeated 4 times. On the fifth flight, only 7 and 9 were dropped from the 2 aircraft respectively.

After landing, the parachutists made their way, leisurely, to [ ] 2 ambulances, 1 jeep and 1 car which were parked in the area.

The parachutists leaving the last aircraft dropped approx 750 ft before opening their parachutes. The following sequence of events was noted by the opening of manually operated parachutes:

At approx fall of 800 ft, a small pilot chute opened, dragging out the main canopy, which was contained in an approx 2.5 - 3 m long red sleeve.

The main canopy opened and the pilot chute with sleeve attached, floated separately to earth (for sketch of main and pilot canopy and sleeve, see Appendix "B").

Jumping ceased at 1815 hrs, when 2 red Vorey lights were fired from the ground.

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2 ambulances [redacted]  
with drivers who wore black/red sbds, were noted.

For sketch of static line parachutes, see Appendix "C".

No jumping from the static balloons took place during the day.

ii) 15 Sep 52: Good flying weather.

From 1700-1830 hrs, 12-15 LI 2s landed singly at the airfield. Their take-off was not observed during the day.

No jumping from the static balloons took place during the day.

iii) 16 Sep 52: Good flying weather.

Parachute jumping, similar to that reported on 14 Sep 52 above, took place from 1730 hrs, over the dropping area "TRESE". Each aircraft carried 12 parachutists. Jumping was carried out during the dusk hours, when the dropping area was illuminated by searchlights. A total of 20 take-offs of LI 2s were observed.

No jumping from the static balloons was observed during the day.

iv) 17 Sep 52: Good flying weather.

From 1800-1950 hrs, parachute jumping from 4 LI 2s took place over the "TRESE" dropping area. Each aircraft carried 12 parachutists and a total of 10 take-offs were observed.

No jumping from the static balloons took place during the day.

v) 18 Sep 52: Misty weather.

One LI 2 took off from the airfield and circled the "TRESE" dropping area and returned to base. No parachutists were dropped.

No jumping from the static balloons took place during the day.

vi) 20 Sep - 2 Oct 52:

No parachute jumping took place at the airfield.

Occasional landings and take-offs were made in LI 2s.

4. W/T and Radar:

No radio or radar installations were observed on or near the airfield during the period under review.

A two-line telephone cable was observed which led from a shed at point 6 at Appendix "A" to a telephone instrument placed on a table nearby (see point 9 at Appendix "A").

5. Personnel:

It is estimated that the airfield contains approx 1600-1800 all ranks of the S&F and Army, of whom approx 400 are officers and the remainder ORs.

Approx 70% of the ORs were S&F and the remainder were Army. The latter were black/red sbds.

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6. Vehicle

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|      |   |
|------|---|
| Jeep | Officer driver, 2 officers carried. Left the camp.  |
|      | Driver and 1 OR carried wore black/red sbds. Bread. |
|      | 1 officer. Approached the camp.                     |
| "    | Driver wore black/red sbds. Empty. Approached camp. |
| Car  | Parked in the camp.                                 |
| "    | Driver and 2 ORs carried wore black/red sbds.       |
|      | 1 officer. Entered the camp.                        |
|      | Driver wore black/red sbds with WT insignia.        |
|      | Parked in the camp.                                 |
| "    | Driver wore black/red sbds. 1 officer carried.      |
|      | Empty. Entered the camp.                            |
| "    | Parked in the camp.                                 |
| "    | Driver wore black/red sbds. Left the camp.          |
|      | Wooden scantling.                                   |
| Jeep | Officer driver. 2 officers carried. Left the camp.  |
| "    | Approached the camp.                                |
|      | SAF driver. Timber. Entered the camp.               |

7. Remarks:a) WALDLAGER:

- i) The WALDLAGER, WEST of the airfield, has been cleared and the personnel moved by rail to an unknown destination.
- ii) On 24 Sep 52, the static balloons were observed to be no longer in situ. The camp was still under guard whilst the clearing up of rubbish was in progress. Fires burning rubbish were observed up to this date.
- iii) The telephone cable leading from the airfield to the static balloon site was dismantled.
- iv) Inspection of the site on 27 Sep 52, when no sentries were present, revealed that the area had been thoroughly cleaned up. All paper and rubbish had been burned.
- v) Inspection of the uncovered tent sites revealed that the camp housed approx 600-700 personnel.

b) BRANDIS Railway Station:

- i) At 1800 hrs on 24 Sep 52, 4 Russian officers were inspecting 10 railway trucks. The trucks were still in situ at 2115 hrs but were gone the following morning.
  - ii) At 0830 hrs on 25 Sep 52, a further 10 railway trucks and passenger carriages were observed at the station, but these were gone by 1900 hrs.
  - iii) On 26 Sep 52, a military transport train was sighted at LEIPZIG/ENGELSDORF, consisting of 15 trucks.
- c) The fencing of the airfield is still in progress.

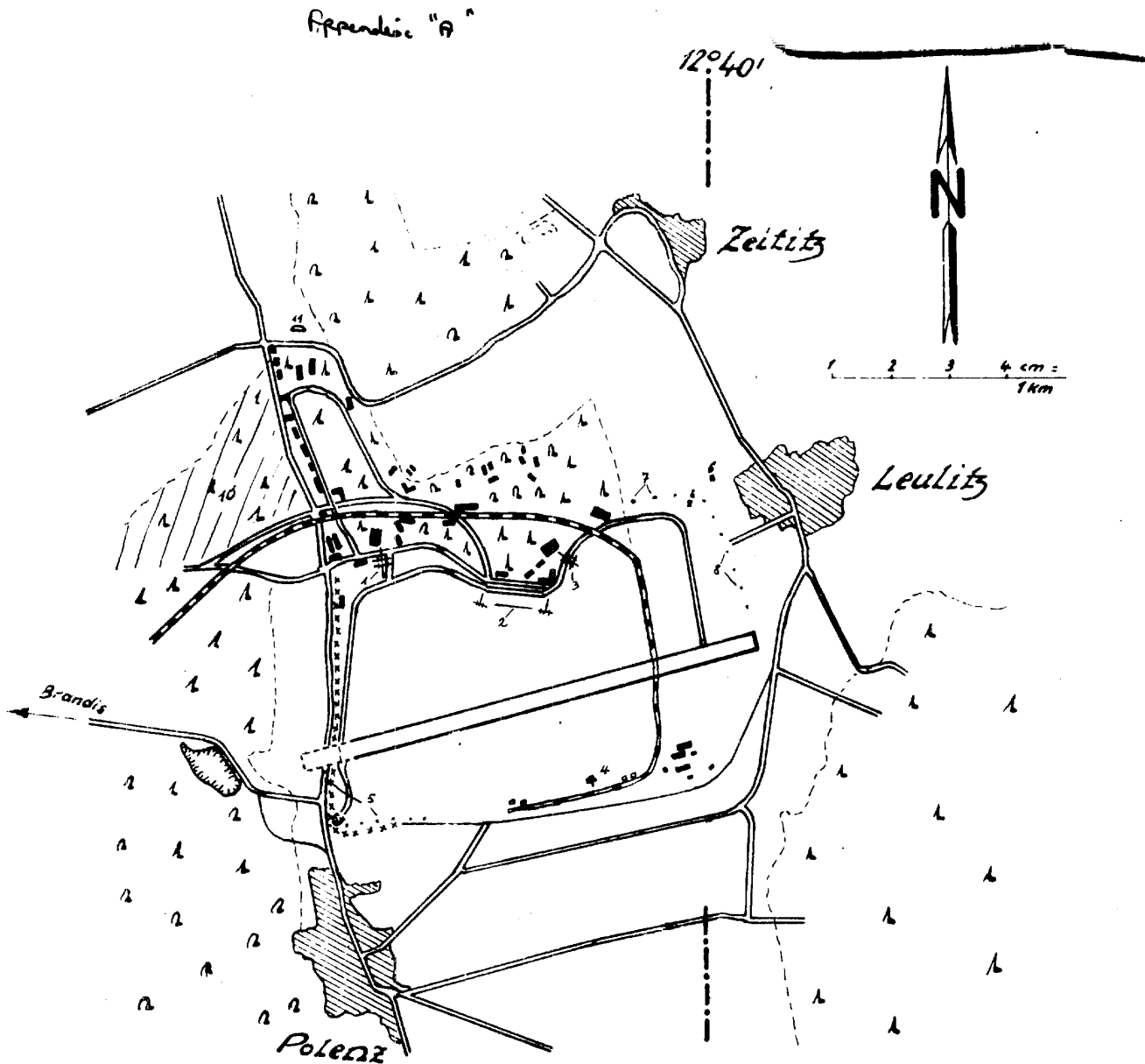
Key to Appendix "A"

- |                   |                                  |
|-------------------|----------------------------------|
| 1. 9 LI 2s.       | 7. Wooden mast carrying 4 wires. |
| 2. 9 LI 2s.       | 8. Wooden mast carrying 2 wires. |
| 3. 9 LI 2s.       | 9. Table with telephone.         |
| 4. Sentry hut.    | 10. Area of the WALDLAGER.       |
| 5. Fencing poles. | 11. Small dugouts.               |
| 6. Shed.          |                                  |

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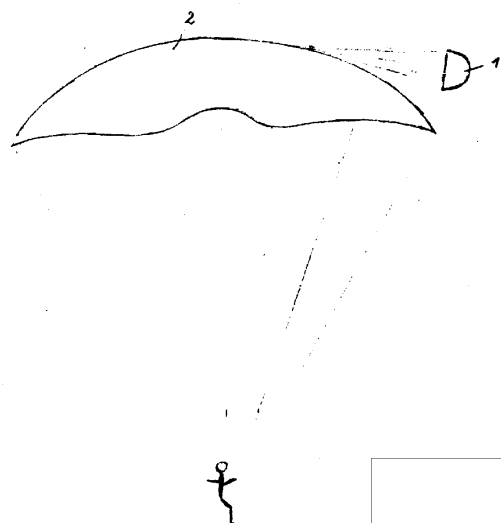
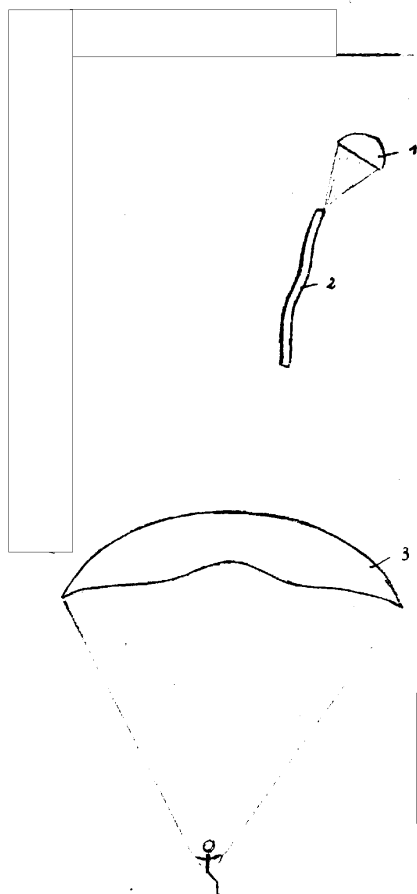
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Appendix "B"

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Appendix "C"



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